

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT	
SUBJECT	Military Airfield at Gherla	DATE DISTR.	17 Oct. 1955
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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

1. The airfield at Gherla (4701N-2355E) is located 2,100 meters northeast of the Gherla railroad station, between the Gherla-Dej railroad and a steep chain of hills. The Gherla-Dej railroad runs along the whole west side of the field.
2. The airfield is an irregular trapezoid, its longer sides running north-south. It is 1,300 meters long on the west side and 2,000 meters long on the east side. It is 1,100 meters wide at the south end, and 1,300 meters wide at the north end.
3. Three permanent antiaircraft emplacements have been constructed on the chain of hills lying east of the airfield. Each emplacement accommodates a four-gun battery. In the center of each battery emplacement there is a concrete pillbox, which is said to be connected by underground cable with the various emplacements. The first emplacement is 800 meters southeast of the northeast corner of the airfield. The second emplacement is 1,600 meters southeast of the northeast corner of the airfield; and the third emplacement is 1,900 meters southeast of the northeast corner of the airfield. The emplacements are not yet occupied.
4. A permanent radar station is located 300 meters east of the third anti-aircraft emplacement. The radar equipment was not installed at the time of observation, but 20 soldiers were at work assembling it.
5. The two-story airfield headquarters building, 35 by 15 meters, is built into the hillside. There is a 15-meter high control tower on the flat roof. North of this building, on the east side of the airfield, five hangars are built into the hillside. East hangar is 90 meters wide and is said to extend 150 meters into the hillside.
each hangar is divided into three parts by concrete pillars supporting iron beams. The iron beams come from Resita and support a 50-centimeter thick reinforced concrete roof. A three-meter thick reinforced concrete section of the roof projects over steel-plate doors, and the solid hillside rests on top of the roof.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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6. North of the hangars, six storerooms are built into the hill. They are each ten meters wide and extend 30 meters into the hillside. They are built of damp-proof reinforced concrete.
7. On the south side of the airfield, a 200 by 200 meter barracks unit includes four two-story barracks, painted gray, with flat roofs, and six similar one-story barracks. On the west side and on the west part of the south side of the field, there are 40 and 10 parking places for aircraft respectively. Each parking space is 25 by 25 meters.
8. On the south side of the barracks unit, there are dumps of construction materials, including bricks, stones, beams, corrugated sheet steel, tree trunks, boards, partitions, sieves for dirt, a concrete mixer, piles of spades, shovels, hammers, and tools under tarpaulins, but still visible.
9. The airfield runway connects the northwest and southeast corners of the field. It is 1,800 meters long, 50 meters wide, and has a 25-centimeter concrete layer on a 70 centimeter stone and macadam foundation. There is no taxiway. a second runway is to be built and is scheduled for completion in 1956.
10. At the end of March 1955, a Bucharest firm assembled an antenna on the control tower. An unassembled part of the antenna resembled a concave plate, two meters in diameter. A mast, as long as the plate was deep and densely enveloped with electric wire, projected from the center of the plate. Another radio station, not yet in operation, is located northwest of bench mark 548. Two 35-meter high, slender steel towers, 60 meters apart, are connected with each other by an antenna wire. There is a blockhouse under these towers.
11. The field has floodlights only, which are used merely for illumination during working hours. No searchlights or pilot lamps were noted. At both sides of the runway, sunken red signal lights are placed at 30 meter intervals. At the north and south corners of the field, at the ends of the runway, there are red neon arrows on concrete cubes to indicate take-off and landing directions. There are also red neon lights illuminating certain locations in the chain of hills east of the field.
12. The main fuel depot is on the east side of the airfield, 200 meters south of the northeast corner. It has eight cylindrical tanks built into the hills at an angle of 45 degrees. On the southwest slope of elevation 548, north of the road fork leading to Gherla and to Gherla Mentuluj, there is another underground depot 3.5 meters wide and 3.5 meters high with a 100-meter main shaft and probably three secondary shafts, each 100 meters long. The shafts are built of reinforced concrete under a 40-meter layer of earth. Above there is a water tank from which the shafts can be flooded. The purpose of this complex is not known. A narrow gauge railroad runs into the main and secondary shafts. There is a concrete blockhouse, 10 by 15 meters in dimensions, at the entrance. From the entrance of the above tank, a cast-iron pipe, 14 centimeters in diameter, leads to the airfield.
13. The following is a legend for the attached sketch:
 1. Concrete runway
 2. Parking area

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3. Concrete apron in front of hangars
4. Airfield headquarters building and control tower
5. Underground hangars
6. Underground storerooms
7. Barracks unit
8. Antiaircraft gun emplacements
9. Landing and starting signals
10. Overhead electric power lines
11. Electric cable
12. Steel antenna towers
13. Permanent radar station
14. Main fuel depot
15. Depot, purpose unknown
16. Bunker in the barracks area

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